

50X1-HUM

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## INFORMATION REPORT

REPORT

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50X1-HUM

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REPORT NO.

COUNTRY Albania

SUBJECT

Report on Albania

PLACE  
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Subject:- CONDITIONS AND RESTRICTIONS IN ALBANIA1. RUSSIAN INFLUENCE AND CONTROL

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a)

number of Russians in the country.

In 1948, both officers and other ranks were to be seen. The OMs were withdrawn that year and since then only officers and civilians were in evidence. Both these latter groups had their families with them.

B) Spheres of influence divided themselves as follows:-

(i) Military

Each military unit, down to Regiment level, had a Russian Major - he presumably acted in advisory capacity.

all the Higher Command departments had a Russian advisor.

Russian Oberst in charge of the San. Alt - O/Kommando, TIRANA.

(ii) Civilian

This group divided itself into three sections, Political Economic and Technical. the first two sections must have existed as the Russians dominated the country- of the third section ).

Following TITO's defection and the withdrawal of Yugoslav technicians, the Russians sent a considerable number of technicians and engineers to ALBANIA. These civilian technicians were now in charge of all the major building projects, whether domestic or industrial, such as new textile mills, power plants, railway, etc.

2. CONTROL OF MOVEMENT AND RESTRICTED ZONES

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a) The oil fields of KOLCHOVA (KUCOVA) and FIER were the only restricted zones

b) CURFEW

None existed

c) Identity Card and Checks

No systematic checking of identity took place

Pedestrians were on the whole hardly ever checked. Travelling by train, one was merely checked for rail tickets by the conductor.

Drivers of vehicles ( cars, all mostly state owned), on picking up a pedestrian, had to issue

a ticket for the trip and charge him accordingly. also

fill out a form giving particulars of his passenger - birth, name, address, and hand these, together with cash, to his employing agency (whether it was state owned or private was immaterial).

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On entering any Ministerial, State or Public Works building, passes had to be shown. These were normally obtained at a small kiosk situated outside the building concerned.

d- Police

[redacted] there were two distinct organisations, the Political Police and the ordinary police force.

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Of the Pol. Police, [redacted] sometimes checked identities and had a number of men under plainclothes (see next sub-para for names and Report "D" for location in TIRANA). No strength available.

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The ordinary Police Force appeared to have the usual routine stations in towns and villages. The villages usually have one policeman armed with a rifle. General arms for these police were ex German and Italian rifles and revolvers, plus a sprinkling of Russian m/Pistols. Villages in the mountains often have a plain clothed policeman living in them. They do not normally venture away from the village and merely act as agents against partisans should they seek support in the village. The ALBANIAN - JUGOSLAV frontier had extra police reinforcements.

e) Names of Police Officers

Major MANOL KINI  
(Political Police)

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O/Lt. HALIMHELO  
(Political Police)

f) Mobile Patrols

The motorised police patrols were the only ones. Their main job appeared to be the checking of passengers on state-owned vehicles to see that they were not getting free ride and had paid the necessary fare as mentioned above. These patrols kept to the roads

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3. RESISTANCE TO THE REGIME

[redacted] partisans were active in the regions around and north of SCUTARI, and also in the southern part of the country.

The partisans were mainly equipped with rifles and pistols which they had acquired at the end of the war or by wrecking the odd army trucks or shooting an occasional army officer. It was a well known fact that the partisans usually left the OR's alone and concentrated on the officers.

The authorities were attempting to cope with the partisans by looking up all their relatives. Should anyone emigrate or disappear then his family was automatically taken to the civilian internment camp.

Considerable ill feeling and anti-government bias was in evidence amongst the dispossessed gentry throughout the country. Broadly speaking, those who had obtained good posts under the new regime or those whose lot had improved were content; the remainder were sullen, but apart from the 'partisans' did not give any signs of resistance, passive or otherwise.

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4. FOREIGN AND B.B.C. PROGRAMMES

The radio listening public was perforce confined to the towns - power not yet being available in the country. Sets were reasonably cheap; no battery sets were obtainable, they were in fact, forbidden.

A fair proportion of the listening public switched on to foreign stations. Most popular were BARI, SKOLPJE, LONDON and ATHENS. The first two stations were the strongest and reception from them was constant and good. The 'Voice of America' was not listened to much as reception was poor.

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Prior to the autumn of 1949, the B.B.C. had great influence and commanded respect throughout the country. So much so that the authorities (in TIRANA) often switched off the power at 17.30 hrs (ALBANIAN time) to prevent reception of the B.B.C. news. On two occasions in 1948 and 1949 the household power was out off for a fortnight as a reprisal measure against those listening to the B.B.C. Since 1949, the B.B.C.'s influence had deteriorated somewhat.

- a) Many are becoming distrustful of the B.B.C.'s announcer, who they declare, was once in MOSCOW, and suspect of still being a communist. 50X1-HUM
- b) That the B.B.C. devotes very little news to ALBANIA itself. A case quoted is that of the HAGUE process. Very little time was given to reporting this matter. RUSSIA, on the other hand, through TASS, gave the ALBANIAN viewpoint considerable airing and made sure that all were informed on the matter.
- c) In the summer of 1949, the B.B.C. announced that if damages were not paid for the loss of life, etc. according to the findings of the HAGUE court, then ALBANIA would be blockaded. Considerable interest was aroused and all waited expectantly, not to say hopefully, for something to happen. When nothing happened, disappointment was followed by disillusion and BRITAIN's stock fell considerably. 50X1-HUM

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Subject: Political Tendencies and Russian Military Support

A. INTERNAL POLITICS

(i) Anti-Communist Tendencies

This was to be found mostly in the country and mountain districts. It showed itself in private conversations and in the activity of the partisans. Its strongest centre was the region north of SCUTARI.

[redacted] "it was not intended to defend the north". (This apparently meant that because of terrain and the unsympathetic attitude of the local population, no permanent defences were to be set up in that region and that they, the Russians, had already 'written it off').

There was also a certain amount of anti-communism amongst the older and dispossessed members of the town population. They were, however, harmless, and merely gave vent to their spleen in private conversation.

(ii) Pro-Yugoslav Tendencies

Prior to TITO's break with the COMINFORM, feeling in ALBANIA was strongly against the TITO regime. [redacted] a slight shift in his favour was perceptible, although it was rather limited. Circumstances rather than choice force many ALBANIANS to regard TITO in a favourable light.

(iii) Jugoslav influence

The Albanians consider themselves to be definitely superior to the Yugoslavs and tend to look to the West rather than to the East. There does not appear to be any Yugoslav influence, and since the withdrawal of Yugoslav technicians no visible signs whatever are to be seen.

(iv) Personal support for ENVER HOXHA

He is generally regarded in a favourable light, his colleagues getting blamed for all that is wrong or irksome. [redacted] his support was either in the Army or in the Secret Service.

(v) Pro-communist Tendencies

In the even of war, the Russians could rely upon staunch support from the present day army officers, party members, a fair proportion of the working youth, the Political Police and the "VOLKS WACHT" (MBROJTJES POPULIT). The latter being a kind of armed home guard or auxiliary police recruited from reliable elements. The Russians carefully fostered this feeling by letting it be known that they would supply material help in an emergency.

B. RUSSIAN MILITARY SUPPORT

(i) Personnel

All units down to Regimental level have a Russian Major attached to them. Lower formations (Btl.) of specialist units such as Signals, Armoured units, also have a Russian major attached to them.

For strength of Russian Mission in TIRANA, see below.

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(ii) Material

- (a) The regular army appeared to be equipped with Russian rifles, pistols, m/guns, light and heavy mortars. [redacted] all ack-ack [redacted] was ex German equipment).

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(b)

(c)

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- (d) Some T 34 tanks had been seen [redacted] in the area of the barracks [redacted] a number of smaller tanks [redacted]

(iii) Russian Mission TIRANA

It consisted of a Diplomatic Staff, as well as a Military Attache. The 1st Secretary was TSCHUVAIN (?). Transport of the mission consisted of three cars and two trucks.

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NOTE

No mention is made here of the numerous civilian technicians, many of whom were probably army personnel in mufti.

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Subject:- Town Planning - TIRANA

Preamble

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Although headed 'town planning', this report is more in the nature of an amendment sketch.

A. DETAILS AND AMENDMENTS

(5) Foreign Office

Constructed in 1949. Road frontage is 25 m long. The building is 4 storied and has a flat roof. Outside is of beige stucco. Three metre high windows face the road.

(6) House of Minister

This building lay between two others and was easily recognisable by a facade of tall green columns. Police patrolled this area and a pass was necessary for entry.

(7) Communist Party School

Used as a P.W. camp until 1949, when it was taken over as a school by the Party.

(9) Post Office

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It was to be a three storied building. the total length was 20 m. The second floor had been completed

(10) Signal Barracks

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These barracks were now completely enclosed, either by a wall or buildings. A sports place was in the centre.

(11) War School

Now an enclosed complex of buildings. It was mainly used as an officers war training school. although a Btln. of Cadets were also quartered here.

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(12) Central Party Committee and Planned Economy Dept.

Rebuilt in 1947 and since then used as above. It appeared to have a curved front and was approx. 40 m long and 20 m high - the roof was flat and outer walls covered in green stucco.

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(13) Cultural Society - ALBANIA/RUSSIA.

Lies in the former gardens of an old King's palace; the whole area is enclosed by a wall.

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(15) SKUMBINI BARRACKS

Had been largely burnt out, but since rebuilt. [redacted] there was one complete division was stationed here. [redacted] one Art. Rgt. one Inf. Rgt. and some Pioneers (Summer, 1949). [redacted] heavy 15 cm tracked guns. These were pulled by three axled 'GEMS' trucks [redacted] about 20/25. Some ex German 'Flak' guns were also to be seen here. No further details.

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(16) Vetinary School

This had been enlarged and a new building similar to the main building erected as shown.

(17) New Prison

Now divided into two separate buildings - (a) accommodating 300 in small cells, (b) accommodating 600 in larger cells). Three stone watch towers guarded this prison.

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(18) Barracks (Artillery and Infantry)

Formerly Albanian Army material dump - now an Art. and Inf. Barracks.

[redacted] Russian type 10 cm field guns, 2 cm ack-ack guns and a number of three-axled "GEMS" trucks.

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(19) Technical School

A three storied, stone building, with a flat roof and beige stucco. Only civilians appeared to be trained here. [redacted]

(20) Station (20 m x 5 m- )

This was a low, wooden building with a flat roof. A single line connected DURAZO with TIRANA. Three lines were laid out in the station - all three continuing beyond the station to a water point. This consisted of a ground water pipe [redacted] with an overhead arm. The locos were mostly oil burners (Mazut) [redacted]

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[redacted] they tanked up in DURAZO. [redacted]

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(22) Political Police H.Q. (15 m long x 12 m wide)

A three storied stone structure with a flatish roof. Cells existed in the cellar [redacted]

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The building lay a little back from the cross-roads near it. A small cutting had been made through the end of the corner block. Opposite and in the centre of the cross-roads, was a small fountain.

(23) Police School

This was a three storied building, topped by a mansard shaped roof. It had two other buildings added to it, neither of which were as high. All were equal in length.

(28) Garrison Kommandantura

A number of wooden barracks or huts had stood in this area. They were cleared away and the foundations laid for the future building. Placards by the work site declared it to be the future Kommandantura.

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(36) War Memorial

The old mosque had been cleaned away and the stone figure of a soldier holding a rifle aloft, erected in its place.

(39) Radio Station

Three large iron trellis masts, each 50/60 m high stood here.

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A small cream coloured administration building, 15 m x 10 m stood nearby. An annex had been built onto this building for the purpose of housing Russian officers. A simple iron mast 20/30 m high, served this annex.

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(40) Radio House "RADIO TIRANA"

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This was a 2 storied, cream coloured house. A small mast, or aerial rod could be seen on its roof.

(41) Cadet School

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\_\_\_\_\_ boys of 14 were being trained in this school.

(42) Fire Brigade

Consisted of an administrative and garage building - the latter slightly behind the former.

Equipment consisted of one modern German fire engine and a number of ancient appliances. In the event of fire, water was brought in tank-wagons, of which there were 4 or 5 - each with a capacity of 2/3 000 litres.

(44 a,b,c.) Barracks and Tank workshops

a) Consisted of living quarters.

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b) These were the car and vehicle repair shops.

c) Used as tank garages. \_\_\_\_\_ a number of T 34 tanks, a smaller tank and some ex Italian tanks parked here,

(45) Main Army Supply Depot

The Army was kept supplied with food and clothing from this depot. The bakery here also supplied the needs of TIRANA.

(46) Place goods plant - "UZINA ENVER"

Two extra sheds had been constructed in the plant. It was originally intended to be a textile plant, but was now producing such household articles as knives, forks and spoons.

(47) Temporary Fuel dump

Petrol and oil was stored here in 200 litre barrels.

(50) Power Station No 2

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This was a small white building \_\_\_\_\_

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(51) Russian Mission

Some doubt exists as to whether this is the correct location of the mission. If it is not this building, then it is nearby, either to the left or right of it and on the same side of the street.

B. GENERALI. Roads and Transport

Names for the five main roads are given under alphabetical lettering

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- A. BOULEVARD 'SHUTPERI' e RE'
- B. KONGRES PERMETI
- C. RRUGA KAVAJA
- D. RRUGA QEMAL STAFI
- E. RRUGA LABINOTI.

a wooden bridge which is closed to wheeled traffic.

Practically all vehicles running were state owned. There were very few private cars. Only one bus route was in operation

II. ELECTRIC POWER

Power supply for the town was bad and difficulty was had to keep it up to 220 VOLTS - the light was often a reddish colour.

The current was on from dusk until 23/24.00 hrs - on feastdays or celebrations it was kept on all night. All hospitals, ministerial and military buildings had their own aggregates.

CELLER. GRAZ. was in charge of TIRANA's power.

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most of the diesels used for power supply were on their last logs (1949).

some 15 km to the north, or north-west, a dam was, or was to be built. From this dam a tunnel would be cut through the mountains to feed a power station. The dam would also supply the drinking water. This project was under the supervision of a Russian civilian.

III. Water Supply

A water pipe system supplied the town, although pressure was always very low. During the months of August and September water became very short - all fountains and public taps, etc. were out off.

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The town's waterworks stood near a river, some 2 km beyond the officers school. It pumped the water out of the river

IV. Airfield

the buildings belonging to the airfield had been badly damaged and not rebuilt. The concrete runway was, however, in excellent condition.

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Traffic: a) Twice a week a Hungarian twin-engined plane landed at TIRANA. These planes were silver coloured

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b) A number of Russian military planes also visited TIRANA. They were twin engined,

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They came at irregular intervals - sometimes each day, then a long period would elapse before another was seen. Festivals usually brought a number to TIRANA.

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ENCLOSURE 6

Subject:- MISCELLANEOUS PROJECTS - ALBANIA

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I. GUN EMPLACEMENTS (?) TUFIN (M.R. 42°08' N - 36°06' E).

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This emplacement (?) was built into a rocky hillside [redacted] A shelf, some 40 m long and 30 m deep was being cut out. P.S.W. engaged on this project stated that it was to be used for guns.

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A fine view of TIRANA and the road leading to it could be had from this emplacement. [redacted] the locality took the name 'TUFIN' from a nearby village.

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II. AMMUNITION DUMP - PETROLJ (M.R. 33°05' N - 35°05' E).

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Situated in the hills near PETROLJ, this dump consisted of earth tunnallings, cemented for strength. [redacted]

Construction work was still in full swing. [redacted]

III. PETROL DUMP [redacted]

Lying some 6/7 km W.N.W. away from TIRANA, this dump covered an area roughly 1 km long and 500 m deep. The TIRANA - DURAZO road ran south of it at a distance of 100 m.

It consisted of a large number of cut-away earthen ramps cut into the ground. Petrol and oil was stored here. All the ramps were camouflaged, whilst the whole dump was guarded by police.

IV. TEXTILE PLANT - ISBERIG (M.R. 41°05' N - 30°03' E).50X1-HUM  
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Initial preparations, dumping of bricks, etc. had begun here for the construction of a textile plant, the construction of which was under the control of a Russian technician.

This site lay S/W of TIRANA's [redacted]

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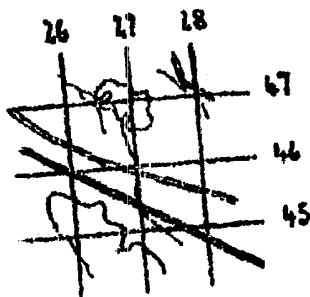
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1. High Command (Oberkommando) - Albanian Army
2. "VOLKS RAT" 'KUVENDI POPULORI' (Parliament ?)
3. Offices of High Command
4. Cabinet (Ministerial Präsidium)
5. Foreign Office
6. House of Minister President
7. Communist Party School
8. Telegraph Office
9. Post Office
10. Signal Barracks
11. War School (Officers)
12. Central Committee of Communist Party and Planned Economy Dept.
13. Society for Cultural relations, ALBANIA - RUSSIA
14. Archaeological Museum
15. 'SKUMBINI' Barracks
16. Veterinary School
17. New Prison
18. Barracks (Artillery and Infantry)
19. Technical School
20. Station
21. Police H.Q.
22. Political Police H.Q. (SIGURIMIT).
23. Police School
24. Ministry of the Interior
25. Ministry of Labour
26. Ministry of Education
27. Dept. of Ministry of Interior
28. Garrison "Kommandantura"
29. Library and Writers Society
30. Hotel
31. State Property Office
32. Army Tailor and Bootmakers shop
33. Exhibition Hall
34. Hotel 'VOIGA'
35. District Police Station
36. War Memorial
37. Teachers Academy
38. Parliament or Offices of "Democratic Front"
39. Radio Station
40. Radio House - 'RADIO TIRANA'
41. Cadet School
42. Fire Brigade
43. Peoples Theatre (VOLKSTHEATER)
- 44 a. Barracks
- 44 b. Car repair workshops
- 44 c. Tank garages or sheds
45. Main Army supply depot (KOMMISSARIAT)
46. Piece goods plant "UZINA ENVER"
47. Temporary fuel dump (Petrol and OIL)
48. Main Prison - BURUT ARMIGRET te POPULIT TIRANA -
49. Power Station No 1
50. Power Station No 2
51. Russian Mission.
52. New Road

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LOCATION AREA OF PUNJ TIDE-

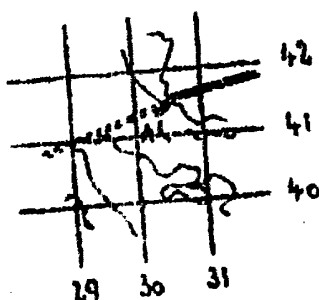


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LOCATION OF TEXTILE PLANT

KEY

A. Building Site



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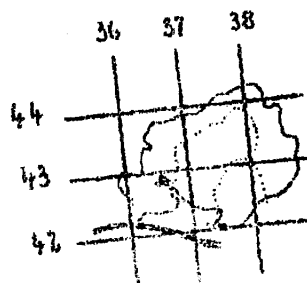


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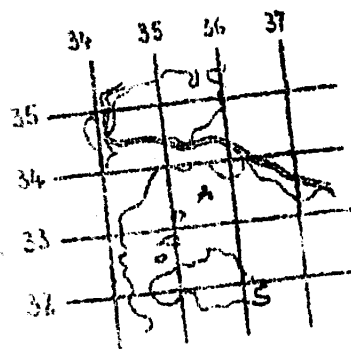
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APPROX. LOCATION OF GUN (?) EMPLACEMENTS.KEY

A. SITE

APPROX. LOCATION OF AMMUNITION DEPOTKEY

A. SITE



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ENCLOSURE 8

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CONDITIONS AND RESTRICTIONS IN ALBANIA (J. 6)1. Extent of Russian influence and control.a) Numbers present in the country:

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The Russian Embassy was located at No. 56 or 58, Via DURAZZO, near the SKANDERBERG Square. Two Generals, three colonels and ten staff officers were employed with the Embassy.

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There were approximately 150 Russians (excluding family members) in the capital.

b) Advisory and other positions held.

There were approximately 50 Russian officers in Albania, who acted as military advisers.

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there were no Air Force or Naval officers among the Russian instructors. About 50 % of them were infantry officers, the rest belonged to artillery and to tank units.

2. Control and Movement of Identity.a) Restricted areas.

The only restricted area [ ] was the zonal belt along the frontier which had a depth of 15 km.

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b) Imposition of curfews.

No curfew was imposed on civilians, troops and police had to be in their barracks by 2200 hours.

c) Control of Identity.

[ ] nobody was in possession of identity cards. As a substitute people had either their party membership books or trade union membership cards. Regular checks were not carried out, except when travelling in cars [ ]. The road police used to stop every vehicle and the driver had to produce a passenger and freight list. Every passenger had to be in possession of a certificate which was issued from the local police and which stated that the person concerned was allowed to travel from one place to another.

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d) Location and strengths of police posts.

The Albanian police was sub-divided into Prefectures, sub-Prefectures and police posts. The Prefecture had a strength of 150 policemen (including officers). Prefectures were established in the following towns:

AGYRQKASTRON  
ELBASAN  
KORCA  
KUKES  
PESHKOPLJE  
SKUTARI  
TIRANA  
VALONA

The sub-Prefecture had a strength of 25 - 30 men (including officers). 50X1-HUM

A police post consisted of one to five men, according to the size of the village in which established. [redacted] nearly every 50X1-HUM  
small village had one police post.

The Albanian police was armed with rifles [redacted]  
and/or machine pistols [redacted]

e) Political affiliations.

[redacted] at least 75 % of the Albanian police force were 50X1-HUM  
opposed to the regime. Most of the men were with the police because pay  
and rations were far above the standard of the Albanian population.  
There was also a certain extent of corruptibility inside the police force.

f) Use of mobile controls.

The only mobile police controls which were carried out with a certain regularity, were on the road KORCA- ELBASAN- TIRANA- SKUTARI. Vehicles used were Jeeps, number of vehicles and strength of the mobile police were not known [redacted] 50X1-HUM

3. Resistance to the Regime.

There existed a widespread underground movement in Albania, the name of which was BALLIST.

[redacted] most of the active underground members 50X1-HUM  
belonged to the intelligentsia of the country. They found a strong  
support from the Albanian population [redacted] 50X1-HUM

[redacted] Arms and money were sent through secret channels to the BALLIST [redacted] 50X1-HUM  
rifles, machine pistols, machine guns, mortars and also with light guns. They were armed with  
As a rule, the BALLIST used to carry out raids in civilian clothes, but 50X1-HUM  
also in uniforms of the Albanian army, e.g. when raiding Army depots  
police stations. [redacted] one case where several vehicles of  
the Albanian army which were travelling with 80 Albanian soldiers to the  
Yugoslavian border were captured by the BALLIST late in 1949: they took  
the vehicles, the arms and the uniforms. The BALLIST used to have flying  
squadrs which were billeted in tents in the woods. It was almost  
impossible for the Army or the police to engage these flying squads. as

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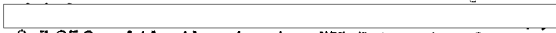
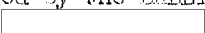
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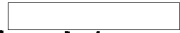
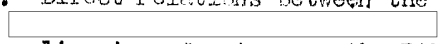
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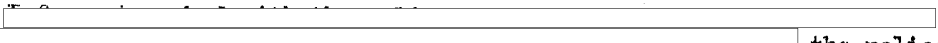

they were always warned by the population. A major and a captain, who were responsible for executing several underground members were shot by the BALLIST in a street in the capital in November 1949. 50X1-HUM

Planes,  dropped leaflets in the spring of 1950 with the text: "Hold out, freedom is at hand". The repair of phone lines, which were constantly sabotaged by the BALLIST, was quite a problem for the Albanian authorities.  50X1-HUM

 leading police officers were also members of the underground movement as no case was known  of saboteurs being caught by the police. Direct relations between the police and the BALLIST were not known  contacts received messages from the police in order to warn the BALLIST when police-raids were to be expected. 50X1-HUM 50X1-HUM

Additional Information

50X1-HUM

 the police troops were trained in counter-espionage, border languages and how to fight smugglers. After having passed the examination, they were transferred to the border regions. In case a student could not satisfy the examiners, he had to quit the service and was transferred to the Army.

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50X1-HUM

SECRETFrontier conditions.

50X1-HUM

1. The same conditions existed all along the frontier. 50X1-HUM
2. Special restrictions on particular frontier sectors were not known  
[redacted] all villages which were situated inside the zonal belt had been evacuated by civilians, and troops and/or police were billeted in these villages.
3. The protective zonal belt along the frontier had a depth of 15 km. The depth was equal in all sectors.
4. [redacted] following sections of the frontier could be regarded as being "soft". 50X1-HUM
  - a. The SKUTARI Lake, N.W. of SKUTARI. There were no patrol boats on the lake. People used to swim along this lake in order to reach YUGOSLAVIA or to make their way across the swamps S W of SKUTARI as the whole SKUTARI unit did in summer 1949. People used to cross the border at RUSHKUL, BELAJ or PENTAR, where the density of the frontier guards was rather thin. 50X1-HUM
  - b) The OHRIDSKO Lake and the Lake PRESPE. [redacted] Also here were no patrol boats on the lakes. the only military unit in this area (12 men) was garrisoned in a small village East of POGRADEC, on the Southern shore of the lake OHRIDSKO. Another "soft" point in this area was situated on the Western shore of the OHRIDSKO Lake at LIN [redacted] Line crossers used to swim from here northwards to Yugoslavia. 50X1-HUM
  - c) The last "soft" crossing point into Yugoslavia [redacted] was the road from PESHKOPIJE to the Yugoslav town of ZIROVNICA [redacted]

The following rather "safe" communications from Albania to Greece

[redacted]

Continued,..... 50X1-HUM

SECRET

50X1-HUM

5. The density of the frontier guards could not be estimated [redacted] there was only a small line of sharpshooters all along the frontier. 50X1-HUM

6. For surveillance the troops had observation posts on peaks of hills and on mountains. As there was a complete de-forestation inside the zonal belt, surveillance was rather simple and did not require too many soldiers or frontier guards. The troops were not mechanized, each small unit used to have one or two mules for carrying rations and ammunition. Listening posts did not exist, they used to rely on observation posts during the day and on patrols during darkness.

7. No civilians were allowed to take up residence within the zonal belt. 50X1-HUM

8.

9. Smuggling existed only on a smaller scale, the goods were mainly tobacco [redacted] 50X1-HUM

[redacted] the smugglers used to frequent the CAFE KORCE and the CAFE NATIONAL at TIRANA. The CAFE KORCE was located in the VIA DURAZZO, and the CAFE NATIONAL in the RRUGA DIBRA. Also, the peasants who lived near the frontier or rather near the zonal belt and who used to visit the market (Bazaar) in TIRANA, which took place every Thursday, were said to be very helpful.

10. The only authorized frontier crossing point which was still being used [redacted] was the Mail point at BILISHT. 50X1-HUM  
The other crossing point at KUKES, (45° 05' North 20° 25' East) from where the mail used to be sent to YUGOSLAVIA, was closed. Provided a person had the necessary papers, which were issued and stamped by the Foreign Office (KRY-MINISTRY) at TIRANA, the frontier could be crossed at the frontier point at BILISHT at all times.

50X1-HUM

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~~SECRET~~

11. Apart from the a/m observation posts and patrols, no special check points were known [redacted]
12. There were no physical obstacles along the frontier.
13. When an alarm was given, the frontier guards communicated with each other either by shouting or by horn signals. Dogs, most of which were Alsations were used during the darkness hours.
14. Local frontier crossing did not exist, as none of the Albanians was working in any of the boundary countries.
15. Referring to seasonal influences, [redacted] the rainy period from November until March would be the most suitable period for frontier crossing, as most of the Albanians used to stay in-doors during the hottest time of the summer days ( from 10.00 hours until 15.00 hours.) [redacted] also the attention of the frontier guards is reduced to a minimum during this period.
16. There were no coastal defences along the Adriatic Sea, except for the harbour of DURAZZO and VALONA.
17. Fishing harbours and boats were not subject to any controls.
18. Control of ships at sea or in harbour was not known [redacted] The normal procedure when leaving a harbour was that the captain had to produce a passenger and cargo list. Measuring of fuel tanks or bunkers, searches of the ships or any other security measures were not observed.
19. [redacted] three place where fishing boats and other small vessels were registered [redacted]
20. The population in coastal area was not controlled, except for the fact that a police post ( mostly one man ) was in each village along the coast.

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NAVAL REQUIREMENTS

50X1-HUM

a. [ ] two Soviet submarines in DURAZZO [ ]  
These craft were on a visit and it was believed that they had come from ODESSA. Their total length of stay was not known. Technical details on these submarines were very meagre [ ] they were covered with camouflage nets most of the time. Their length was given at between 40 and 50 m, tonnage not known, armament consisted of one 7.5 (?) cm forward and one aft, the conning tower was higher forward than aft and had rounded lines, no information could be given on torpedo tubes, screws, breathing apparatus, radar, crew, etc. Both submarines had a three figure number beginning with the figure "2".

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b. [ ] a warship of 10,000 tons, [ ]  
[ ] visited VALONA for three weeks [ ] precise month not remembered and later proceeded to DURAZZO where it stayed for four days [ ] and embarked 150 Albanian youths for a journey to Russia (causing considerable consternation among Albanians in DURAZZO). This ship had a name which ended in "-IN" - [ ] it might have been STALIN or KALININ, [ ] It was about 150 m long, had two squat funnels: two masts: one large turret with four guns forward and one smaller turret with two guns aft: in both cases the calibre was not known. There was also secondary armament along the sides. No torpedo tubes could be observed. This craft lay too far off shore to allow of a better description [ ]

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c. Merchantmen were seen in DURAZZO and VALONA on routine trips. The normal tonnage of ships seen was between 8 and 10,000 tons. Most merchantmen seen were Rumanian; Polish ships were also observed. One tanker of unknown tonnage was observed in DURAZZO [ ] it unloaded petrol which was taken to a dump near TIRANA in both road tankers and in drums. This tanker had arrived from ODESSA. No passenger ships were seen. Among cargoes unloaded were tanks- described as being larger than T 34 and identified from recognition sheets as JS 3 - which arrived in unknown quantities [ ] heavy artillery ammunition for field and AA guns and thousands of round of (approx ) .50-in HMG ammunition contained in metal cans, each can containing 480 rounds. The .50 ammunition was taken by road to PETROLJ.

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d. DURAZZO HARBOUR

1. i)

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ii) Only the West Mole was being used, where ships up to 10,000 tons could be accommodated. The name of the biggest ship which used the harbour was a Russian merchantman, named ELEKHANOV (phonetic), she had a loading capacity of 10,000 tons.

The West Mole had a double track railway line (standard gauge) which was not embedded.

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iii) The condition of the West Mole was good.

iv) Three electric cranes were operating on the West Mole and five more along the quayside. Lifting capacity not known. One small floating crane operated in the harbour.

v) Small craft of the Albanian Navy were built and/or repaired on the small mole, which was situated 400 m North of the West Mole. The craft built had a capacity of approximately 500 tons, they were driven by one Diesel engine, armed only with one IG.

the ships were to be used by the Coast Guard.

50X1-HUM

vi) There were neither dry nor floating docks in the harbour.

vii) Two warehouses, which were located between the West Mole and the a/m small mole, were used for storing food. All other goods were stored in the open.

viii) Ships loaded skins, oil, tobacco and ore, which was being shipped to Russia. only military equipment from Russia was being unloaded.

50X1-HUM

ix) One dredger operated in the port, mainly along the quayside and along the West Mole.

x) The harbour employed 4 small tugs, ships were always towed in and out. One pilot was picked up by in-coming ships approximately 2 miles outside the port, also out-going ships dropped the pilot outside the port.

xi) Five wrecks, the superstructure of which was partly above water, were sunk in the Northern part of the harbour, which however was hardly used.

#### Additional Information.

Approximately 400 Albanian Army officers were trained in a tented-camp in DURAZZO harbour. The camp was located South of the road to BELASAN and 1 km East of the small canal, which joined the DURAZZO BAY here. The course lasted 6 months, the instructors were Russian officers.

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2. the Russians had a certain interest in the port of KORCA.

e. No mines were seen in DURAZZO nor were the locations of mine factories or stores known.

f. there was a gun position on high ground to the West of DURAZZO Harbour

50X1-HUM

The guns were manned by Naval personnel. The actual position

was at reference (0745,050 m North, (1)00,800 m East. Another gun contd .....

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position was located in the SE corner of Square (8)42,000 m North (1)04,000 m East (see Plan of DURAZZO, 1:8,000 GS issue No. 4415) running along the road to ELBASAN and the "new" road to ELBASAN. This position consisted of about six emplacements dug into the rock, each emplacement had about four guns, half the guns had a calibre of 15 cm and the other half 8 cm. This position could sweep the approaches to the harbour. Guns were never seen to fire. To the North and North East of DURAZZO at a distance varying between 8 and 14 km was a ring of 8.8 cm AA guns. It was impossible to pin-point these or estimate their actual strength. These AA guns were seen to fire in the Summer of 1948 and again in 1949 against "live" targets in the form of unidentified aircraft [ ] flying in flights of three or singly over the DURAZZO area. Planes were described as being twin engined, no markings were identifiable. No hits were scored. Apart from this, no other AA or bombing activity was ever observed. No other means of defence were observed, approaches to the harbour were clear of obstacles. No radar was observed. No guided missiles seen or heard.

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- g. Albania was said to have a Navy consisting of eight coastal craft stationed in DURAZZO with headquarters at reference (1:8,000 GS 4415) (8) 42,880 m North, (1)01,850 m East. The craft were described as being about 8 m long and armed with a single MG. The only activity observed [ ] was that these patrol boats made a daily forenoon trip from the Harbour to a point on the coast WNW of the Harbour at reference (1:8,000 ) (8) 43,850 m North, (1)00, 650 m East. [ ] the building at reference (1:8,000 ) (8) 43,390 m North, (1)02,830 m East was a seaplane repair shop [ ] No strength figures or personalities of the Albanian Navy were known. It was not thought that the Russians had much influence over the Navy.

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50X1-HUM

- h. Weapons seen [ ] included the following- not including those described above:

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Artillery - heaviest 7.5 cm field, TIRANA Barracks, number not known.  
A-tk artillery of 3.5 cm cal. Mobile quadruple 4-cm automatic guns mounted on four-axled General Motors-type trucks ( seen in TIRANA).  
APVs - total strength in Albania estimated at 43 [ ]  
Mortars - 15-cm mule-drawn, number not known, seen in TIRANA.  
MG - Russian IMG, Wheeled, rubber tyred, belt fed, water cooled [ ]  
Bren-type ( with overhead magazine) and Russian IMG-type ( with overhead drum magazine) light machine guns were observed, [ ]  
Russian sub-machine guns and automatic rifles were also observed.

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50X1-HUM

Most of these weapons - if not all - were delivered through the Port of DURAZZO [ ]

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- i. [ ] there was evidence of stock-piling of food, mostly grain, sugar and meat . in TIRANA, petrol and munitions [ ]

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- j. [redacted] there was not an Air Force of any size in Albania, and that the State had three small single engined bi-planes at its disposal, these were, however, described as "military". Their activity was not known.

Foreign aircraft that landed at TIRANA included Russian twin engined (identified later as IL-12) transports with tricycle undercarriage, Polish and Czech JU 52, all bringing mail, usually on Thursdays.

- k. BBC programmes were heard by those few who had radios [redacted] 50X1-HUM  
[redacted] reception was not very strong and certainly nothing to compare with the powerful Italian transmitter at BARI to which Albanians also 50X1-HUM  
listened. Small groups existed, which ensured that practically all news from the outside world reached those who were not in possession of radio sets. [redacted] about 75 % of the 50X1-HUM  
population were kept informed. All news from the outside was welcomed by Albanians and that the Albanian Government was very interested in "black" listening was borne out by the fact that Radio TIRANA often issued news bulletins in the form of denials on subjects which had been heard a few hours before from the outside. Very little faith was placed, however, in TIRANA's versions.

- l. The actual role which Albanians expect to play in a future War was not known. There was a deep desire to break with Russia. [redacted] 50X1-HUM  
[redacted] both the Services and the Police would certainly defect 50X1-HUM  
in the event of War. Albanians seemed to exist on rumours of impending invasions of their land [redacted] and its ultimate 50X1-HUM  
liberation from the Russians. In this respect rumour was very strong in Albania, and one constantly heard false reports that the British had actually landed. It was even said that many Albanians would not complain if their State, as such, disappeared, the Northern half going to Yugoslavia and the Southern half to Greece.

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ALBANIAN RAILWAYS.

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1. [REDACTED]
2. A single track (standard gauge) which ran from DURAZZO to PEKINY via KAVIJ was under construction. The bed of this line was completed early in 1950.
3. Another single track (standard gauge) from PEKINY to ELIASAN and from ELIASAN to KORCA via LJABINOTI POST was under construction. The bed and the sleepers of the line ELIASAN - LJABINOTI POST were ready late in 1949. Fifty Russian engineers surveyed the line LJABINOTI - KORCA in 1949. 50X1-HUM  
[REDACTED]
4. It was planned to connect the industrial area West of TIRANA at IZBERISA with the capital by a single track standard gauge railway line. No details of this project were known.

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ABANDONED AIRFIELD and NAPHTA WELLS near KUCOVA and BERAT.

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The airfield, which had been built by the Italians was located at M 335803. Exact dimensions would not be obtained. The surface of the airfield was grass, there was one paved strip which was approx. 150 m long and 30 m wide; there were still numerous bomb or shell holes on the airfield. Installations, such as hangars or repair shops, were not to be seen on the airfield.

The naphta fields were situated North of BERAT (M 370720) as well as South and East of KUCOVA (M 355839). Number of wells and output figures were unknown. a pipe line ran from the KUCOVA naphta fields South westwards and ended at M 300 810 East of the road BERAT - DURAZZO. Tank from here to DURAZZO, from where it was shipped to an unknown destination.

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~~RESTRICTED~~ROAD KUC - BRADAI - VALONA

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1. The road ran from KUC via BRADAI to VALONA. The distance between KUC and VALONA was 68 km by road. [redacted] the old road, which 50X1-HUM already existed between KUC and VALONA was widened and was improved by better foundations; bridges were either re-inforced or demolished and replaced by new ones. [redacted]

The road was completed [redacted]

50X1-HUM

2. The road had no official number.
3. The width of the surfaced highway was 14 m.
4. The road had no verges.

50X1-HUM

5. The road and the bridges could take the heaviest vehicles, [redacted] three tanks (type T34), which were said to undergo test runs, travelled on the road and crossed one bridge, which was located approx. 7 km due East of VALONA.

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6. The only terrain traversed was mountains.
7. The subsoil of the road was rocks. The first layer consisted of sand, which had a thickness of 20 cm then followed a layer of rock with a thickness of 40 - 45 cm, another one which consisted of rough gravel, thickness 15 cm and finally a layer of fine gravel with a thickness of 8 - 10 cm.
8. The surface of the road was a mixture of sand and fine gravel. The road was cambered in such a way that the middle was 30 cm higher than the sides.
9. As to the drainage, cement tubes with a diameter of 60 cm installed at right angles underneath the road in a distance of 100 m - 150 m apart, according to the terrain. Two ditches ran parallel to the road on both sides; each ditch had a depth of 80 cm, width on the bottom was 40 cm and on top 1,20 m. The a/m cement tubes conveyed the water into the ditches.
10. The road was in good condition after having been completed in Mar 1946.
11. [redacted] there were six bridges, which were all located in the section BRADAI - VALONA; all six bridges crossed the river SUSIC.

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The first bridge was located at point M 184165. The bridge had a length of 30 m, the width was 14 m. It was a wooden trestle construction, no piers supported the bridge in the middle. The two abutment piers rested on rocks on the banks of the river.

The position of the second bridge was M 173172. The bridge was 50 m long and 14 m wide; two footways ran on both sides of the roadway. The bridge had a wooden trestle construction and was supported by one cement pier, which stood in the middle of the river bed. The two abutment piers, cement built, rested on rocks on the banks of the river.

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The third bridge crossed the river at M 123204. It was the shortest bridge with a length of 25 m and a width of 14 m. The wooden trestle construction spanned the river in one beam.

The fourth bridge was situated at point M 066338. The bridge was 75 m long and 14 m wide; two cement piers supported the wooden trestle construction.

The fifth bridge crossed the river SUSIK at M 043462 from where the road ran Northeastwards to VALONA. The bridge had a length of 112 m, a width of 14 m, approx. 25 - 30 piers supported the wooden trestle construction.

The sixth bridge, located at M 023488 was built for a feeder-road, which joined the a/m road at M 007488. The bridge, which carried also a single track narrow gauge railway line, had a length of 120 m and a width of 14 m. The wooden trestle construction was supported by approx. 30 cement piers, all of which stood in the river bed.

The road was on the level with all the a/m bridges, there were no embankments.

The road crossed also several affluents of the river SUSIK via small wooden bridges, none of which was longer than 10 m.

12. Ferries and fords did not occur on this road.
13. The maximum gradients were situated at M 112204 and at M 081275. Vehicles could climb here unassisted, but had to use bottom gear.
14. The sharpest curves were two hair-pin bends located at M 112204 and at M 076280. [redacted] both bends were most vulnerable to 50X1-HUM demolition and bombing, as in case of blocking these curves, road traffic between VALONA and KUC would be paralyzed, especially as another road, which ran parallel to the coast line, could be easily covered by ships operating in the ADRIATIC Sea.
15. There were several material dumps, which were moved according to the progress of work.
16. There were no sign posting and the road was not illuminated.
17. [redacted] mostly military transport, [redacted] loaded with ammunition, used the road; the loaded vehicles were Southwards bound. Farm vehicles used the road occasionally.
20. Snow drifts from Nov until Feb are likely to hinder traffic.

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- [REDACTED]
- [REDACTED]
- [REDACTED]
21. The only mechanical equipment, [REDACTED] which supplied the building material, were three Diesel rollers [REDACTED]
22. Rocks used were obtained from local quarries which were located along or near the road.
23. Final compacting of the surface was done by the a/m Diesel rollers.
24. No piles were used in any section of the road.
25. 156 German PW, 50 Albanians and 10 Italians were employed on the road, working two shifts of eight hours, six days a week.
26. Controlling organisation were the military authorities ALBANIA South, in charge of the construction work was Major MIRAC, Sef, who was court-martialled and shot in Nov 49 for fraud.

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NATURAL ASPHALT MINING at SELENICE.

electrical grid system at SELENICE (position M 085553).  
natural asphalt was mined near SELENICE, which was sent by a  
narrow gauge railway to the harbour of VALONA, from where the asphalt was  
shipped to a Russian Black Sea port, probably ODESSA.

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The power station at SELENICE, which was equipped with two Gorman MAN  
Diesels, had a capacity of 2,500 KW, Voltage was 220. Current was distri-  
buted by overhead cables to the mine as well as to SELENICE.

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ARTILLERY BARRACKS WEST OF LUSHNIJE.

50X1-HUM

quite recently built barracks, in which artillery was  
garrisoned.

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TOWN DEVELOPMENT and DETAILS on TIRANA.

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1. Roads Communications:

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re-named: [ ] following street names in the capital had been

Former name:

Present name:

VIALE MUSSOLINI  
VIALE PRINCIPES DI PIEMONTE  
VIALE VITTORIA EMANUELE  
VIALE SAVOIA  
VIA KHEMAL PASCIA  
VIA GALEAZZO CIANO  
PLAZZA SKANDERBEG

RRUGA KAVAZA  
RRUGA DUBRES  
BOULEVARD IRE  
BOULEVARD I MINISTRISE  
RRUGA DIERA  
RRUGA ELIASAN  
PLAZA I KUQ

50X1-HUM

There was no tram- or bus service in TIRANE; only a few military brought the employees of the ministries to their work. [ ]

2. Railways:

The railway station TIRANA, a wooden building which had been completed in 1949, had two tracks (standard gauge) and one platform. The station was located North of the former Italian Elementary School [ ] and 50X1-HUM North of the former VIALE PRINCIPES DI PIEMONTE. The station is also on the town map, i.e. where the blue line from the NW ends. The railway line had two tracks for approx. 500 m outside the station; from here the line proceeded Northwestwards as a single track to DURAZZO. There was a loop halfway between the two towns, allowing trains to pass each other. The distance between the capital and DURAZZO was 28 km, but the journey lasted at least two hours, top speed was 40 km per hour. Six goods train locomotives of German origin operated on the line, three of them were oil fired.

3. Waterways:

The small river LUM I LANES, which was not navigable, traversed the Southern part of TIRANA from East to West.

4. Telecommunications:

The radio studio was located North of VIALE SPAHUT, adjoining the Northern side of VIALE MUSSOLINI [ ]. The 50X1-HUM transmitter was located SW of the military camp shown in the NW corner of the town map. The transmitter had two steel masts with a height of 100 m each and two wooden masts, which were 30 m high.

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Military Objectives:1. Airfield:

Two bi-planes were stationed on the military airfield at TIRANA (for location see town map).

Twin-engined Russian monoplanes used the airfield on Tuesday and Thursday. On the days concerned one plane arrived punctually at 11.00 hrs and took off at 12.00 or 13.00 hrs. The planes had tricycle landing gear.

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Czech and Polish planes used the airfield at irregular intervals; [ ] they were courier planes for the Russian Embassy.

The airfield was under constant guard at the gate and on the Northern side, whilst the other borders of the airfield were not guarded.

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2. Barracks:

Tank troops and pioneers were garrisoned in the "Military Camp", which was situated NE of the airfield.

The tank unit had 43 tanks, type T34, at its disposal.

All officers in these barracks were Russian, they were changed fairly often.

The "Military Camp" which is shown in the SE corner of the town map was called "KASERNE SKUMBINI". Approx. 3,500 - 4,000 infantry and AA troops were billeted there.

The small barracks "KASERNE ILIRIYA" adjoined the "CIVIL HOSPITAL" to the NE. The "CIVIL HOSPITAL" is shown in the NE corner of the town plan. Approx. 500 gunners were billeted in the "KASERNE ILIRIYA". The unit had four old radio cars of Italian origin, two more Russian radio cars were said to arrive in short time.

50X1-HUM

[ ] there were infantry barracks situated in the vicinity of the palace of the former King ZOG, which was located West of TIRANA, exact location not known.

50X1-HUM

3. Petrol Dumps:

[ ] 6 - 7 petrol dumps were built inside the Western slope of the mount MALI DAJTIT. Exact location could not be obtained. Four petrol tanks stood in an olive garden. East of TIRANA. [ ]

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RESTRICTED.4. Ration Stores:

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The ration stores of the Albanian army in TIRANA were housed in the "INTENDANTUR". The "INTENDANTUR" was located SW of the town centre, North of the river LUM I LEMES, South of VIALE MUSSOLINI. The buildings are shown on the town map and marked as "BARRACKS".

5. Repair depots:

The repair depots in TIRANA were housed in the above mentioned tank barracks, NW of the airfield.

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6. Training Establishments:

The officer's academy was situated NE of the town, and approx. one km NE of the "CIVIL HOSPITAL" which was situated NE of the town; the military hospital is shown on the town map. The academy had been commenced by the Italians, the building was completed in 1948.

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the students were recruited from all services, all instructors were Russians. One course lasted three months, number of students was 1,000. Ranks of the students ran from N.C.O. up to Major.

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7. Permanent Defences:

Six A/A batteries were in position around TIRANA. Each battery had four guns, calibre 8.8 cm; none of the batteries had searchlights.

The sixth battery was in position due West of height 303,

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8. Mil. H.Q.:

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Mil. H.Q. in TIRANA was located in King ZOG's former palace, West of the town.

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[REDACTED]

Special:

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1. Broadcasting Services:

Apart from the a/m local transmitter at TIRANA, there were two more transmitters in ALBANIA, located at KORCA and SKUTARI. As a rule, the Albanians strongly disliked the programs broadcast by these Russian sponsored transmitters, and nobody but a few ardent communists believed in the sincerity of the arguments of the news service. Those who owned powerful sets use to listen into foreign stations, especially to the European service of the B.B.C. The Albanian service of the B.B.C., however, is on the air at 18.00 hrs. On account of the insufficient current supply and because those who own powerful sets used to invite their friends to listen in after darkness, there is a strong demand to broadcast the Albanian service of the B.B.C. after 22.00 hrs. The risk of being caught by the police or troops would also be reduced considerably after 22.00 hrs, as soldiers and police have to be in their quarters at that time.

2. Food and Fuel Supply:

Food was still rationed in Albania, coupons were only issued to those who were working. The food supply was by no means adequate. There existed a black market where nearly everything could be obtained, but the poorer classes were unable to afford the prices.

Only wood was used for heating purposes, the supply was sufficient.

3. Attitude of Population towards the Local Government:

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At least 80 % of the population were in opposition to the regime, they are hoping for an early liberation [REDACTED]

4. Housing:

Except for the new part of the capital, most of the houses were clay built, single storeyed with a tile covered roof. There was a considerable shortage of lodgings in TIRANA.

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5. Medical Facilities:

There were no private doctors in ALBANIA, the only medical attention given to the population was carried out from the military aid posts. The medicine supply was most insufficient, [REDACTED] one person could not get more than two aspirins in a month.

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6. Standard of Living:

This was extremely low. Clothes of the middle class people as well as of the poorer population were worn out and looked shabby. The poorer population was undernourished, [REDACTED] a family of three used to have one egg and one kg of maize for dinner.

There were a few horse cabs in the capital, which, however, could only be used against a certificate which was issued from the police. Trams, buses and taxis did not exist in TIRANA.

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STATE OWNED FARM KAMES.

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Civilian Internees, Juvenile Training Centre and Summer Residence of high ranking Personalities:

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The borders of the farm ran from G 240500 to G 300500, from there roughly Southwards to G 310450, from here Northwestwards to G 240470 and then Northwards to G 240500. There were approx. 600 civilian internees billeted in tents on the farm. The bulk of the internees were wives and children of ministers and other high ranking personalities.

The castle in KAMES was being used as a summer residence of ministers, high officials and officers. There were always festivals on the occasion of national holidays, i.e. on the 1st of May, 10th of July (Day of the Albanian Army) and on the 24th of November (Liberation of ALBANIA).

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Members of the Albanian Communist Youth were trained each summer on the farm at KAMES. Approx. 500 boys and girls, aged between 10 and 15, attended the course, which lasted three months. They were trained in communist ideology, how to form cheer groups in communist slogans, and had to learn communist and Albanian folk-songs.

The rations issued during the course were far above the Albanian standard. All the boys and girls received new clothes which remained in their possession when the course was finished.

There were also courses for leading trade union members in the castle at KAMES, duration and number of students not known. Occasionally the castle was also used for conferences of high ranking officers.

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Industrial Enterprises:

The only works inside the capital was a cigarette factory, which was situated on the NE border of the town, West of the "Military Hospital", which is shown on town map TIRANE.

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The industrial centre of TIRANA was built or rather being to be built West of the town at and East of IZDERISA [REDACTED]

[REDACTED] It was planned to build more factories in the IZDERISA area.

Electric Light:

Apart from the power plant, which is shown on town map TIRANE, located NW of the former Italian Elementary School, there was another power plant in operation, which was located approx. 500 m West of the airfield. Both plants were diesel-electric stations, capacity and number of generators not known, A/C was generated, Voltage was 220/380. The a/m SKUMBINI barracks and the officer's academy both had a small diesel-electric power station, which, however, was only used in a case of emergency. Current was distributed by underground cables to the local grid. On account of the inadequacy of the power stations, current was rationed, i.e. current for domestic uses only available after 18.00 hrs.

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[REDACTED] there were plans for the establishment of a new hydro-electric plant NE of TIRANA; a reservoir was under construction on the Western slope of the mount MALI DASHIT, [REDACTED] YUGOSLAVIA, 1:100,000, ELBASAN. Scheduled date of completion not known.

Fuel was supplied by tank [REDACTED] to the a/m diesel electric station source not known.

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Population:

The estimated present population of TIRANA was given with 35,000 inhabitants, an increase of the population was not observed.

Government and Administration Buildings:

A new administration and ministry centre was to be established West of the stadium and on both sides of the former VIALE SAVOIA. The offices of the Town Commandant, part of the Military H.Q., the ministry for public health and the administration of the Communist Party were already established there.

The location of the other official buildings, which are shown on the town map, is still applicable.

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LOCATION of AMMUNITION BUNKERS AND PETROL STORAGE POINTS.

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1. The main ammunition depot in ALBANIA was located NE of ELIASAN. The mechanized infantry unit at ELIASAN [redacted] which was garrisoned in barracks West of the town [redacted]

The bunkers were located SE of MENGELJI [redacted] within a fenced-in area. The borders of the ammunition depot ran approx. from here Southwestwards [redacted] and from this point Northwestwards [redacted]. There were eight big ammunition bunkers inside the hills, in which infantry- artillery- and A/A ammunition was stored. [redacted] the last bunker, which was located in the Northwestern corner of the area, next to MENGELJI, was filled with cerasite. Dimensions of bunkers and quantities stored in there [redacted] Approx. 10 bunkers, built of concrete, stood in the open; these bunkers were camouflaged as farm houses and had tile covered roofs. There were 15 guard houses inside the area, the guards were armed with machine pistols, no dogs were used. As there was no electricity, the area was not lighted during darkness, the troops used flash lamps; they could communicate by means of a communication cord, which ran to the guard houses as well as to the [redacted]

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2. Another ammunition depot and petrol storage point was situated inside a fenced-in wood East of PETROLJ [redacted]. The kind of ammunition stored, number of bunkers and area covered were unknown [redacted]

3. [redacted] 50X1-HUM

The ammunition for units which were garrisoned in the capital was stored inside a hill North of IZDERISA [redacted] there were six bunkers, kind of ammunition stored [redacted]

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Additional Information:

New ration- and uniform stores were completed early in 1950 West of KAVAJ, [redacted] The stores were located West of the town, the area, which covered approx. one square km, was surrounded by a brick wall.

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COPPER ORE MINE MINJERAT E BAKRIT "I. MAJ".

1. The name of the copper ore mine was MINJERAT E BAKRIT "I. MAJ".
2. The copper ore mine was located at FANG, West of the village, on the Western border of the River FAN.
3. The mine had three levels: 30 m, 60 m, 90 m below the surface, a fourth level at 120 m was under construction. The approx. length of one level was four km, all levels ran from the mine Northwestwards.
4. The mechanical equipment included the electrical ventilation system, the pumps, air drills and pneumatic hammers. There were no locomotives underground, mine cars were pushed by the miners. Conveyor belts or jiggers were not employed.
5. The mine worked three shifts of eight hours, seven days a week.
6. The mine at FANG and the a/m mine in the mountain KULMA E BULGRIT employed 4,000 workers; no women worked in the mines. the director was 50X1-HUM opposed to the present regime.
7. Copper ore of an outstanding quality was mined. As only preparatory work was being done, the output was extremely low. not more than four tons of copper ore were mined in both mines in 24 hours. The major part of the output was mined in FANG, as the four horizontal levels of the mine in the mountain KULMA E BULGRIT suffered considerable damage owing to sabotage. A wire rope railway ran from the mountain to the mine at FANG.
8. The generating plant had a capacity of 3,000 KW, Voltage was 220/380. Two Diesel engines of German origin (make DEUTSCHE WERKE) and one Italian Diesel (make MORELLI) were installed. One German steam engine with generator, which had a capacity of 2,000 KW, worked only on Sundays, when the other engines were being overhauled. 50X1-HUM
9. The copper ore, after having been processed in an electrically heated smelting furnace, was sent to YUGOSLAVIA. The finished copper bars had a weight of 20 kg each.
10. The controlling organisation was the EKONOMIK E INDUSTRIES MINISTRY.

Additional Information:

A chrome ore mine located at BULSIC,

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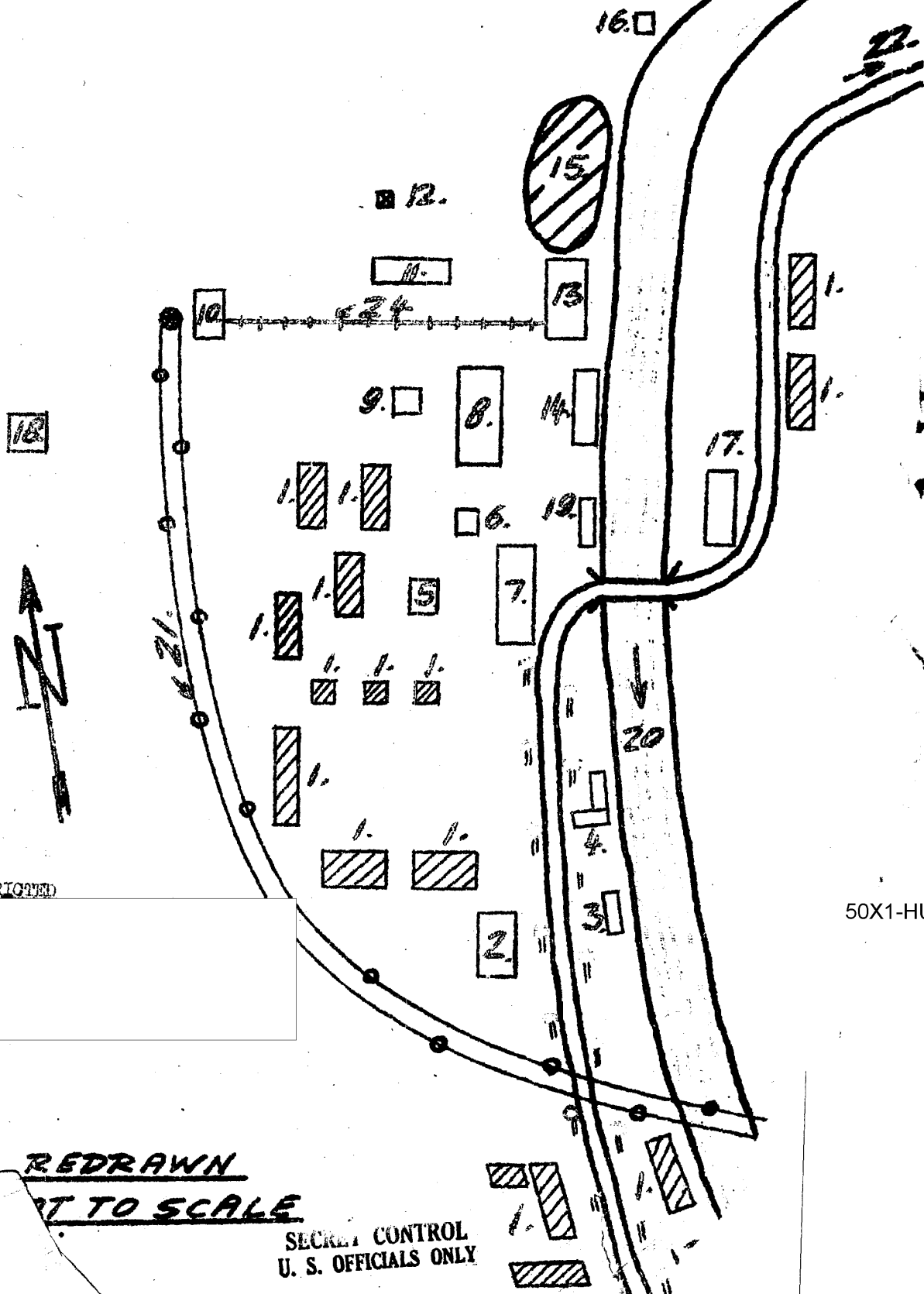
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KEY TO SKETCH.

1. Wooden barracks, which served as accommodations for miners.
2. Canteen.
3. Bakery.
4. Cinema and conference room.
5. Police station.
6. Telephone exchange.
7. Administration.
8. Generating plant "OFICINA".
9. Water container.
10. Terminus of the wire rope railway.
11. Store.
12. Hauling shaft.
13. Shed with smelting furnace.
14. Store.
15. Scrap heap.
16. Transformer station.
17. Apprentices school.
18. Water reservoir.
19. Club.
20. River FAN.
21. Wire rope railway.
22. Road to DURELLI.
23. Road to MELOTT.

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COPPER ORE MINE MINJERAT'E  
BAKRIT "I.MAI" RRUBIK/MILOTT  
INT/KOELNITTOZ/F2868



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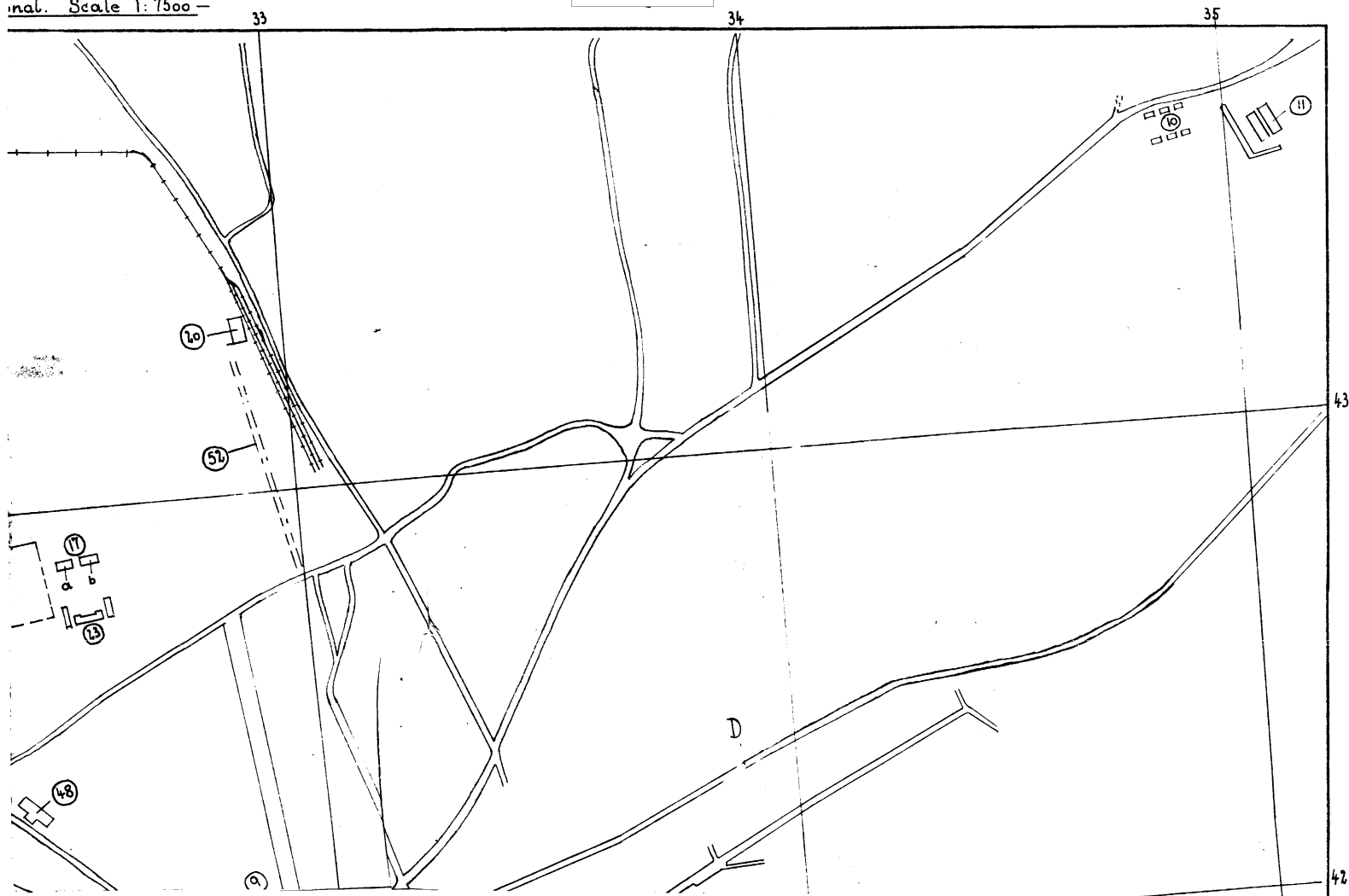
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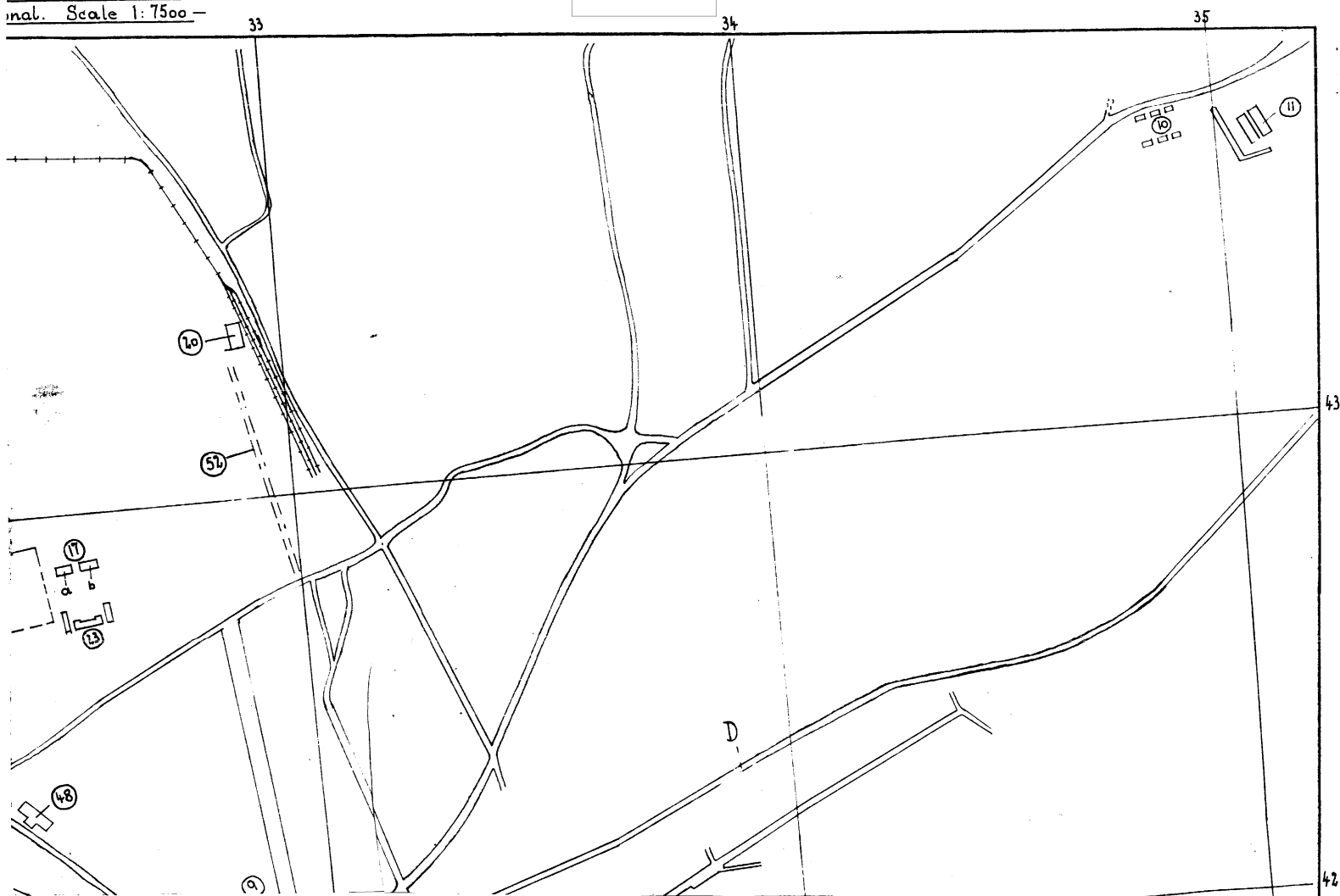
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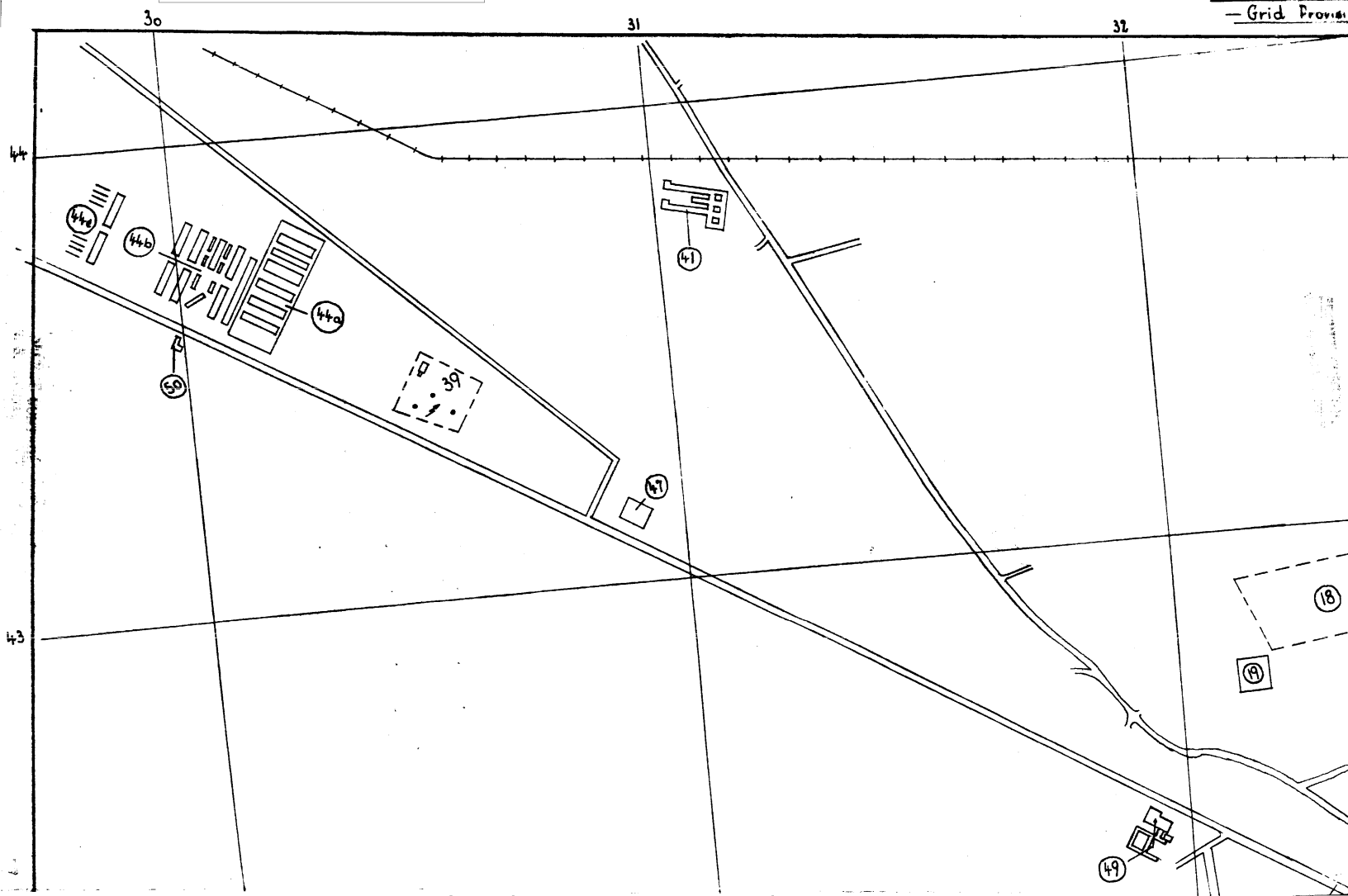
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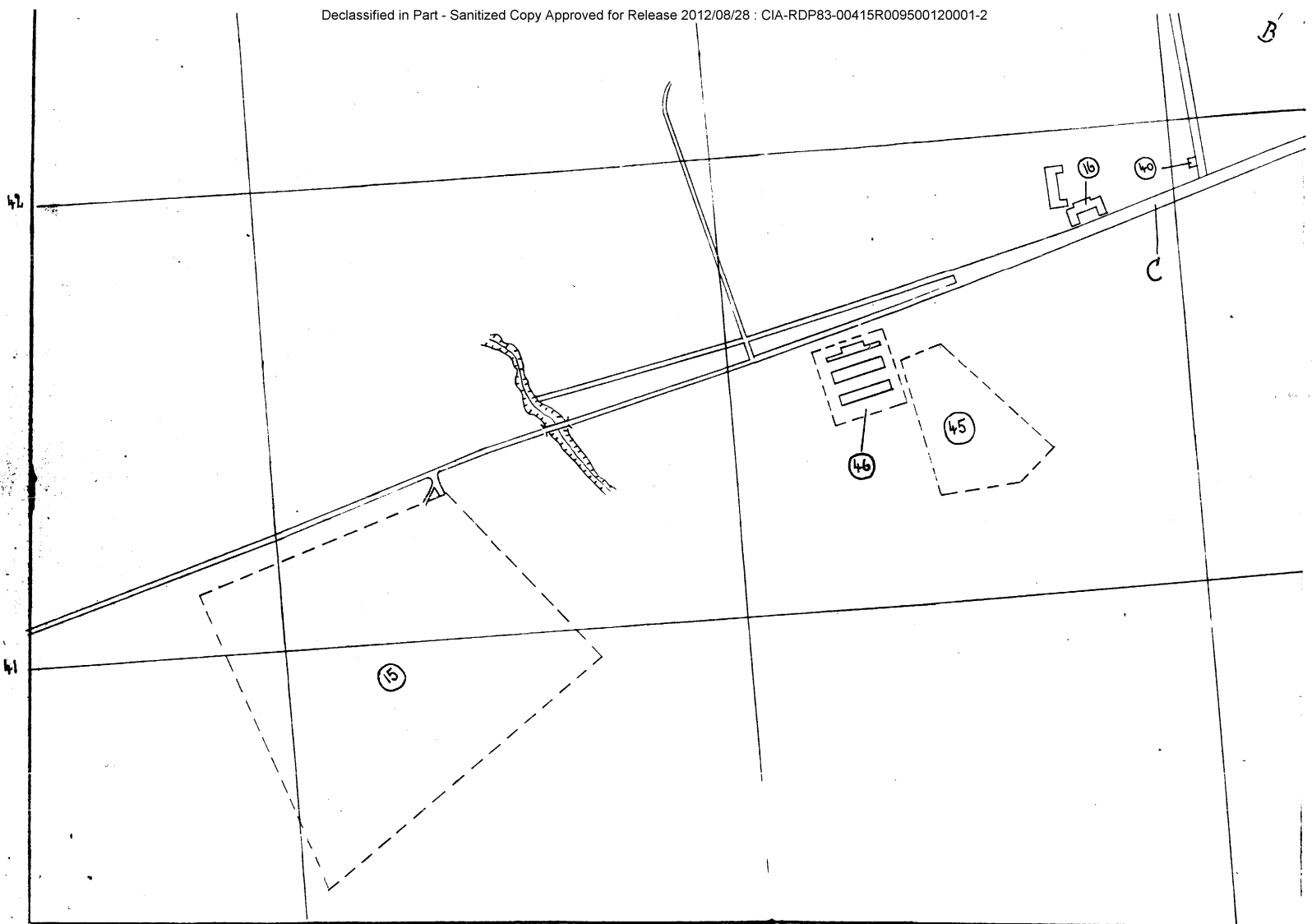
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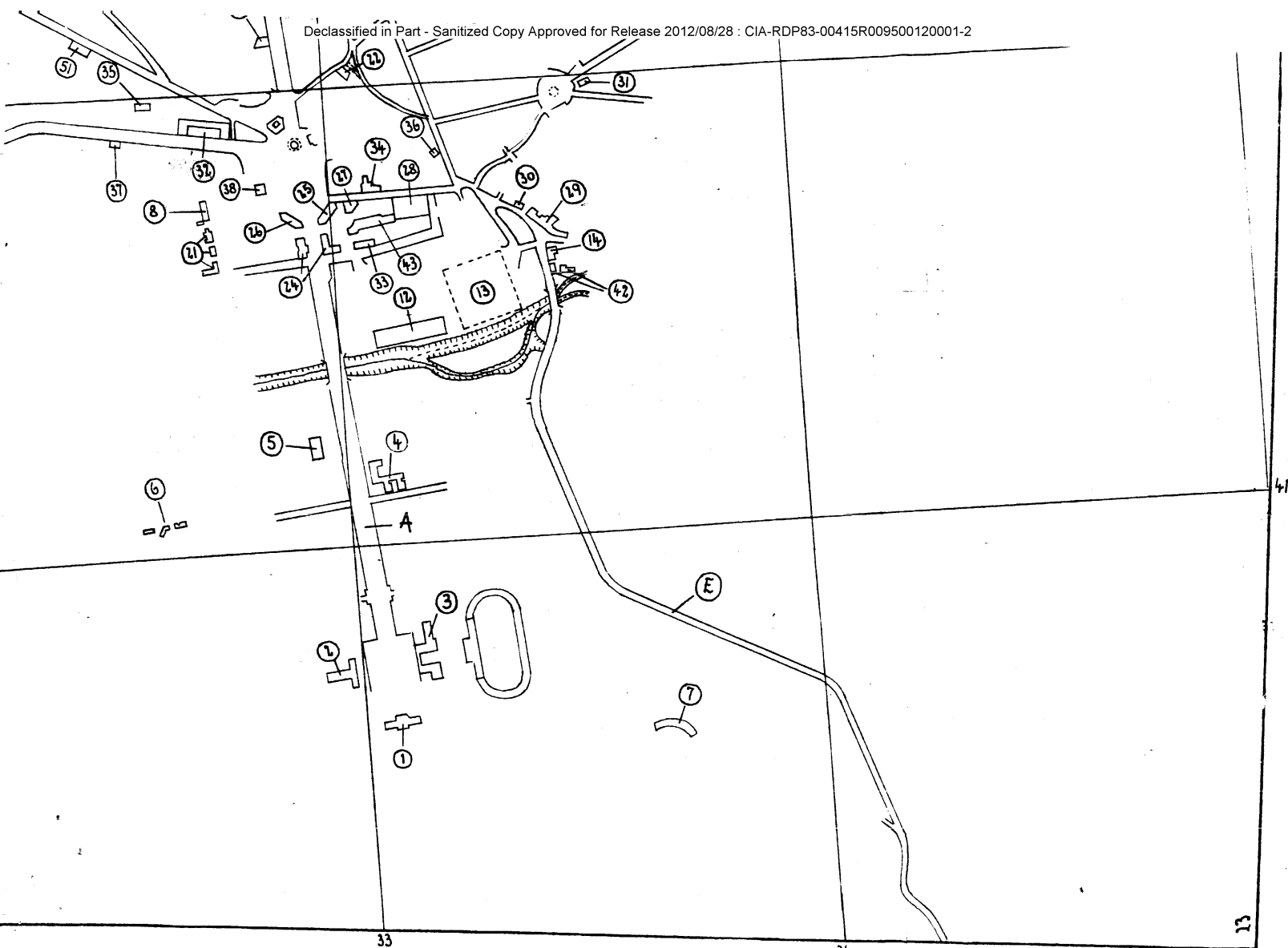


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